

10- ATTACHMENT: Chronological Event Summary**CHRONOLOGICAL EVENT SUMMARY**

The Cajon Fire started October 22, 2007 at about 11:28 a.m.

Time frames are established by records, photographs and notes. Some time frames are approximates.

*Weather****October 22, 2007, 5:10 a.m., through October 23, 2007, 5:10 a.m.***

At 11:10 a.m., approximately 20 minutes before the first report of the Cajon Fire was received, the Devore RAWS reports a temperature of 69 Degrees Fahrenheit, 8 percent Relative Humidity, wind speed 16 mph with gust of 35 mph, and the wind blowing from the northwest. Between 1:10 p.m. and 4:10 p.m., the maximum wind speed exceeded 50 mph with 56 mph recorded at 1:10 p.m., and 2:10 pm, 51 mph at 3:10 p.m., and 54 mph at 4:10 p.m. The winds exceeding 50 mph were north winds.

October 22, 2007, 11:28 a.m.

Southern California Edison (SCE) circuit trips on the subject pole's circuit causing the 33kV conductors to de-energize.

October 22, 2007, 11:29 a.m.

San Bernardino County Communications Center receives a 9-1-1 cellular phone call (W-1 Julie GAUTHIER and W-2 Melissa GAUTHIER) reporting arcing power lines and a fire starting near Kenwood Avenue and Cajon Blvd.

October 22, 2007, 11:33 a.m.

San Bernardino County Battalion Chief 123 reports smoke showing.

October 22, 2007, 11:35 a.m.

I monitor the fire traffic on my office radio as being near Interstate 15 and Kenwood Avenue and I respond from 3800 N Sierra Way in San Bernardino.

October 22, 2007, 11:39 a.m.

I start taking photographs of heavy smoke coming from the Devore area while responding behind BDF Div 3 and Cal Fire Strike Team of engines in the lead.

October 22, 2007, 11:40 a.m.

Cal Fire Emergency Command Center time stamps BDU Incident # 11627.

October 22, 2007, 11:51 a.m.

I arrive in the area of NB Interstate 15 just southeast of Kenwood Avenue and see fire burning in the center divider and on the southwest side of the freeway running with a strong northwest wind.

October 22, 2007, 11:54 a.m.

I arrive on Cajon Blvd just southeast of Kenwood Avenue inside the metal gate

and take photographs to capture the backing fire's location at that moment. I also note several SCE vehicles are at the scene.

October 22, 2007, 12:00 p.m.

I use the Kestrel Weather Instruments to take observations and it records the wind blowing steady at 20 mph with gust to 31 mph. The temperature is showing 68.6 Degrees Fahrenheit, and the relative humidity is 4.2%. I observe the winds are blowing from the northwest.

October 22, 2007, 12:05 p.m.

I drive my department vehicle outside the metal gate and make contact with W-3 EMORY who is sitting in his SCE utility vehicle, equipped with a personnel lift boom, parked facing north on Cajon Boulevard and Kenwood Avenue. He tells me the top power lines are 33kV, and they are de-energized, and the lower 12kV power lines are still energized.

October 22, 2007, 12:10 p.m.

I cannot make contact on the radio with the Incident Commander (IC) to advise him about the power lines. W-3 EMORY walks to my vehicle and tells me the lower 12kV lines are no longer energized because something tripped them. I drive onto south bound Interstate 15 from the Kenwood Avenue on ramp looking for the IC, and I see W-4 GOLDSCHMIDT parked on the southbound shoulder, stopped to talk but he is busy.

October 22, 2007, 12:10 p.m.

While stopped I see W-5 HOLMES using water from his water tender to extinguish fire along the center medium just southeast of the Kenwood Avenue off ramp, and I make contact with him. He identifies the general area of the fire start (near the metal storage container on Cajon Boulevard just southeast of Kenwood Avenue) as a first account eyewitness. I return to the area W-5 HOLMES describes and secure the area.

October 22, 2007, 12:25 p.m.

I have returned to the general area next to the large metal container and take pictures of an adjacent power pole. I also advise three SCE workers who are standing next to the storage container I will be working in the area, and asked they not do any work until I was finished. They complied and returned outside of the metal gate to their vehicles.

October 22, 2007, 12:30 p.m.

W-6 PAYAN and W-7 SEDANO arrive and provide me information about witness W-8 CAMPBELL. He was near Glen Helen Road and Interstate 15 when he saw the fire starting, so he drove to the area taking photographs. He provided 6 pictures he produced from his vehicle and gave them the W-6 PAYAN. I took the pictures as Evidence (collected at about 12:45 pm)

October 22, 2007, 12:50 p.m.

W-4 GOLDSCHMIDT and I sit in his vehicle and I brief him on all the details I

know up to that point. We then position his vehicle so we can look at Campbell's pictures and relate them to the topography and power poles. While viewing the pictures, I notice a power pole with metal wrap around its base, with its top cross arm center conductor detached from its insulator, and the conductor is swinging freely in the wind. I direct W-4 GOLDSCHMIDT to secure the area, including the access, to the subject power pole.

October 22, 2007, 1:35 p.m.

W-4 GOLDSCHMIDT and I begin to examine the area around the subject pole. The wind is blowing very hard making it unsafe to be on the hillside. I take photographs of the subject power pole and one photo of the firing-out activity with SCE vehicles in the background to the northwest of us. Conditions are too extreme to examine the area and we retreat to wait for better conditions.

October 22, 2007, 2:47 p.m.

SCE W-3 EMERY asks me if we can get somebody to put out the fire on the H-Frame power line support poles on the hilltop east of our location. I have W-4 GOLDSCHMIDT contact operations and request the work. He leaves the area to contact operations, and I take pictures of the power pole.

October 22, 2007, 3:05 p.m.

W-9 HARP arrives at the scene, and I brief him on all the information as I take more photos to show the conductor swaying in the wind and the cross arm moving up and down like a teeter-totter.

October 22, 2007, 3:25 p.m. - 3:28 p.m.:

I video the power pole cross arm and conductor movement while W-9 HARP was in my vehicle; I narrated the video. (2min, 41 second video)

October 22, 2007, 3:30 p.m.

SCE Claims Chris Coker (W-10 COKER) arrives at my vehicle, and I tell him about W-5 HOLMES and W-8 CAMPBELL'S witness statements, and my observations of the power pole with the loose conductor. He advises his supervisor is on the way.

October 22, 2007, 4:10 p.m.

SCE Claims Representative Paul Pimentel (W-11 PIMENTEL) arrives at the scene. I provide him the same information I have given to W-10 COKER, and he asks if he can stand by and observe while I conduct my investigation, and I tell him yes. W-4 GOLDSCHMIDT, W-9 HARP and I, with W-11 PIMENTEL standing in the background, begin a closer examination of the subject power pole and burn indicators surrounding the scene. I take photographs, and we search the scene for physical evidence on the ground.

October 22, 2007, 5:25 p.m.

I release the scene SCE via W-11 PIMENTEL. I advise W-11 PIMENTEL I will be remaining on scene until I can examine the components on the subject power pole.

October 22, 2007, 10:57 p.m.

A contract bulldozer arrives at the scene and plows a road from Cajon Blvd northeast to the H-Frame power pole. Crews begin repairs to the burned pole at approximately 12:45 am on October 22, 2007.

October 23, 2007, 1:10 a.m.

I am contacted by my dispatch center and requested to respond to the "Martin Fire" that was reported at about 1:00 a.m., and located approximately three air miles northeast of the Cajon Fire. I advise dispatch I will respond after repairs are made on the subject pole.

October 23, 2007, 3:00 a.m.

The contract bulldozer pushes a road to the subject power pole keeping to the west, southwest side of the area around the subject pole.

October 23, 2007, 4:05 a.m.

I observe the PAR Electrical Contractors utility vehicle position on the northwest side of the subject power pole, raise two employees to the top cross arm, remove the aluminum tie wire from the top cross arm center conductor, and remove the center insulator from the top cross arm. A new insulator with a clamping-type hold down system was installed in its place and the conductor secured. I photograph the insulator and three sections of aluminum tie wire. I allow W-11 PIMENTAL to keep possession of the removed items, and he tells me the items will be secured at the Rosemead office and available for inspection upon request. I clear the scene at about 4:55 a.m., and one of the PAR employees tells me as I am leaving they are going back up the pole to tighten up the nuts.

October 23, 2007, 8:30 a.m.

While on scene of the Martin Fire I receive a phone call from Pete Marquez, Deputy Chief of Fire Prevention, and I'm advised an investigator from the United States Forest Service (W-12 FRICK) has been assigned to assist with the Cajon Fire Investigation.

October 23, 2007, 12:30 p.m.

US Forest Service Special Agent Stephen Frick (W-12 FRICK) meets me at my office. I provide a review of my findings to him including reviewing photos, video recording and witness statements, and then we return to the Cajon Fire scene.

October 23, 2007, 2:45 p.m.

W-12 FRICK and I arrive at the Cajon Fire Scene. I conduct additional scene examination. W-12 FRICK takes photographs.

October 23, 2007, 4:00 p.m.

While back at the Cajon Fire scene, I call W-11 PIMENTAL'S cell phone and tell him I would like to take possession of the insulator and sections of tie wire in SCE'S possession that had been removed earlier that morning. W-11 PIMENTAL tells me he will make them available for my inspection, but he will not relinquish control of the items to me. I convey this information to Deputy Chief Marquez, and he says he will call W-11 PIMENTAL himself the following day after we meet. W-12 FRICK and I agree to meet back at the scene the following morning to document the fire origin.

October 24, 2007, 9:30 a.m.

W-12 FRICK and I return to the Cajon Fire Scene. FRICK reads burn indicators and places colored flags to mark their location, photographs the area, and makes notes. He will provide a sketch drawing of the fire origin based on the indicators. I photograph his markers, and examine the area looking for additional evidence or other items of interest. We clear the scene at about 12:30 pm

October 24, 2007, 1:30 p.m.

I attend a meeting at the Riverside office with Deputy Chief Pete Marquez, and he calls W-11 PIMENTAL on the telephone and tells him we want the items removed from the subject pole, and the results are the same as with my inquiry.

October 25, 2007, 11:15 a.m.

The San Bernardino County Sheriff's Department provided a helicopter, and I took aerial photos of the subject pole and adjacent area.

October 30, 2007, 2:24 p.m.

I return W-11 PIMENTAL'S phone call and he told me "the circuit trip on the Cajon fire was at 11:28 a.m." He also said he had been out at the site on Friday (10-26) and did not see any evidence of arcing with binoculars. I told him I flew over the subject pole in a helicopter and it did look like arcing had occurred.

November 4, 2007, 9:30 a.m.

I return to the Cajon Fire scene and take detailed photos of the subject power pole upper cross arm, insulators and conductors. I was accompanied by Cal Fire Captain Gary Aguilar, and I complete the examination at about 11:00 a.m.

November 6, 2007, 3:00 p.m.

I return to the Cajon Fire scene and meet W-13 DEATON, W-14 RHODES, and I am accompanied by W-15 LANNON. W-14 RHODES is an electrical engineer and he examines the subject power pole from ground level and takes photographs. He also asks me to take photographs of the ground wire on the underside of the cross arms. While there, W-15 Lannon finds a piece of burned wood and directs me to collect it as evidence. W-14 RHODES says we need to acquire the insulator on the southeast end for examination and get pictures of the conductors. We all clear the scene at about 4:30 p.m.

November 9, 2007, 8:46 a.m.

I received an email from W-6 PAYAN with the digital photos taken by W-8 CAMPBELL. After reviewing the photos close-up on the computer I see an item of interest on the subject conductor. I also note I cannot retrieve the photo properties indicating the time the photos were taken, so I email W-8 CAMPBELL requesting that information.

November 9, 2007, 2:00 p.m.

I return to the Cajon Fire scene to specifically check the conductors between the subject power pole and one pole east/southeast for any discoloration or evidence of contact or arcing and found none. I did locate an additional section of aluminum tie wire similar in appearance to the tie wire removed from the pole. I collected the tie wire as an item of interest after photographing its location on the ground. I was accompanied by Cal Fire Captain Marc DeRosier who was there to assist me if I needed it. He located more aluminum tie wire approximately 250' S/E of the subject power pole, so I collected it as an item of interest. I then took several photographs approximating the same location W-8 CAMPBELL took his photograph near the metal gate. We cleared the scene at about 3:45 pm.

December 9, 2007, 2:45 p.m.

I return to the Cajon Fire scene to take duplicate photographs of a missing nut on the underside of a cross arm on the pole two poles southeast of the subject pole. Cal Fire Captain Terry Acrey and his crew from the Devore fire station accompanied me to assist. We cleared the scene at about 3:40 pm.

December 10, 2007, 12:40 p.m.

I return to the Cajon Fire scene to take additional pictures of the third pole southeast of the subject power pole and photographed two missing nuts from the lower cross arm V-bracket. I cleared the scene at about 1:40 p.m.

December 19, 2007

Case report is completed. The case remains open and additional information and material items will be requested from Southern California Edison. Physical evidence in their possession and any additional physical evidence collected will be examined by technical experts for opinions and conclusions.